GREAT ISSUE IS IN DOUBT.

Blair, Center and Clearfield Counties Claimed for Prohibition.

PARMERS WILL VOTE FOR HARD CIDER.

The Geographical Center of the State-Home of Two Governors-Use of Money in Political Campaigns-What Are Legitimate Expenditures? - Accomplished Coal Miners-The Thirsty Flons' Diment - Railroad Employes Divided in Sentiment-A Straw Vote-Railroad Corperations Taking No Band in the Fight.

Our staff correspondent finds that the counties of Blair, Center and Clearfield are claimed by the Prohibitionists by variously estimated majorities. Ex-Governor Curtin is interviewed on the subject, but declines to express a decided opinion, except that he thinks the issue is in doubt. There is a probability that if the amendment is interpreted to exclude the manufacture and sale of cider, the farmers will vote against it.

[FROM OUR SPECIAL COMMISSIONER.] BELLEFONTE, February 25-Punch your

pencil through the map of Pennsylvania at that little dot designating the town of Bellefonte, give the paper a gentle push, and with perfect equipoise the parchment will continue to revolve as easily as though the axis had been fixed with the nicety of fine measurement and greased with fairy oil. Just to what extent this equillibrium will be destroyed on June 18 by western majorities for Constitutional amendment, and eastern majorities against it, the weight of the ballot boxes alone will determine, but it rather looks now as if the Prohihitionists had captured the geographical center of the State too.

Center county, of which Bellefonte is the capital, has always inclined toward reform in everything socially, politically and morally. In 1854 she gave 2,438 votes in favor of a prohibitory law and only 1,879 votes against it. The county's prominent part in agitation for popular education secured for it the location of the Pennsylvania State College. When a man was needed to wrest the gubernatorial scepter from the hands of a Democrat at the outbreak of the war of the rebellion. Center furnished him in the person of Andrew G. Curtin, and to protect the State from invasions the county con-sented to let him remain a second term in

BEAVER'S HOME.

In 1873 Center adopted local option law by 1,438 majority. Also in 1886 she sent forth the Moses who again led the Repub-lican party in the State to victory after a season of Democratic rule-Governor James

Therefore, temperance people in Bellefonte think, that so far as a record is concerned, Center county can promise much of encouragement in this and all other movements for the deliverance of the masses They point to the fact that there are only about 23 licenses now allowed in the county, and say that while the number of saloous in past years has been gradually decreased, the sentiment for prohibition has steadily Representative Holt, a Democrat and a temperance advocate, puts the majority for the amendment at 2,000. The majority of people, however, think he is too high, and agree on about 1,000 as the proper

P. Grey Meek, the well-known Democrat, however, white reminding me of these esti-mates on all sides, said that a great deal depends on what questions are discussed in the campaign. He expected that if the farming element in Center, for instance, came to understand that the amendment would prohibit the manufacture and sale of hard eider they would generally vote against it, and that might put the majority on the other side of the tally sheet. He believed, nevertheless, that the town of Belleionte would vote for the amendment.

THE WAR GOVERNOR.

Ex-Governor Curtin, still hale and hearty, was found at his home on Main street. His rugged face and robust form, although re-calling a weather-beaten mariner, at the same time saucily invite another decade or two of years to give him a chance to show which is the strongest.

The Governor was non-committal. When I asked him how he thought Center county would vote he replied that he did not participate in local politics and hadn't the slightest idea of even Belletonte's position on the issue. When I inquired about his views of the contest in the State at large, he declared that he was so busily engaged in literary pursuits that he had read but little of the current sentiment, and was incompetent to form an intelligent estimate. He believed, however, from his general knowledge of the characteristics of Pennsylvania, and Pennsylvania people, that the election would be very close and the result exceedingly doubtful. When I suggested that his long experience as Governor and statesman may have left with him some reminiscences of temperance legislation and reform move-ments that would prove interesting at this time to the public, he could simply recall, on the spur of the moment,

THE JUG LAW

which he, as Governor, between 1861-7, signed, and which was subsequently repealed; the "Buckalew bill" and the local option laws of various periods and localities. The jug law was so called because it prohibited the sale of liquor in less than quarts. It was found to be impracticable, so public opinion a year or two later de-

In the conversation that followed the fact happened to be mentioned that Allegheny county had raised \$5,000 for the prohibition cause and the State Prohibition Convention also raised nearly \$7,000 at Harrisburg for

the campaign.
"I'm sorry to see money become a factor in
this campaign," said Governor Curtin. "It's
a bad thing in politics. It would be better of all elections, and especially this one in June on prohibition, could be conducted

"Well, but there are legitimate expenses to be borne," I suggested, and then, when "the old war horse" still dissented, I reminded him that money was raised by the

thousands at public meetings during war times, and in the earlier abolition excitement.

"Ah, but that was for a great and patriotic cause," he said. "It was a different thing. The country was then in danger, and money was actually needed, and it was right, under those circumstances, for people to give of their means. No harm could come of the use or the money."

SECRET HISTORY. The Governor has nearly completed the manuscript of a book on his six years' official reminiscences of the war. It will be especially devoted to Pennsylvania's part in the great conflict. Much secret correspondence, which passed between Governor Curtin, President Lincoln, the Secre-

tary of War, spies and Generals of the army, which has never before been made public, will be included in the work. This feature alone, so Mr. Curtin told me, will form a very valuable addition to general war history. His review of the battle of Gettysburg will also contain new matters. The weiting heat taken up the greater part

The writing has taken up the greater part of the Governor's time for two or three years past.
Clearfield county adjoins Center on the

west. It is predicted by politicians there who are unbiased that the majorwho are unblased that the major-ity in the county will be be-tween 1,000 and 1,500 in favor of the amendment. In 1873 local option was adopted by 480 majority. Then, however, the county's total vote was only about 3,000. Now it is 11,000.

AN INDICATION.

One of the best indications of the temperament of the people is the fact that Senator Betts, the successor of Hon. William A. Wallace as Clearfield's representative at Harrisburg, was one of the two Democrats in the Senate who voted for the submission resolution. The great industry of the county is bituminous coal mining. The output is now enormous, and thousands of diggers are employed. These are Welsh, English, Irish and Swedes. There are some Hungarians, and a carload of Finlanders arrived at Brisbin last week. The first thing they did was to make a break for a saloon. Not being able to make the bartender appreciate the mysteries of the Finland tongue, they demonstrated the quality of the Finland appetite by picking up one of the Finland appetite by picking up one of the ornamental "rock and rye" bottles by the mirror and trying to suck something

from its fancy neck.

However, the Welsh miners are a remarkably intelligent class. Over at Du Bois, Mr. John Du Bois, the well-known millionaire, told me that the Welsh miners in that section of Clearfield county are the

in the neighborhood, many of them playing three and four instruments, and all of them sustaining a brass band and singing society. In Clearfield town I am told the same char-acteristics distinguish them in the lower part of the county, and that as a whole this air of refinement will give the votes of Welsh and English coal miners at least to Constitutional amendment. John M. Far-rel, one of Clearfield's representatives in the House at Harrisburg, digs coal when at home in Houtzdale, and he voted for the ubmission resolution.

There are about 54 liquor licenses the whole county. One of these is in the name of John DuBois, he being the real owner of the largest hotel in DuBois City. Phillipsburg and Osceola Mills are the next largest towns in Clearfield and DuBois, Chairman R. D. Swope, of the Republican County Committee, estimates the majority for prohibition here at from

RAILROAD MEN DIVIDED.

Blair county will also give a majority of votes for the amendment. Its chief town, Altoons, now has a population of about 28,000, with only 18 licensed bars. The Pennsylvania Railroad car shops there have 5,000 employes. I was told by one of the foremen that this army of workmen is probably about evenly divided on the issue. In the paint shop the other day a straw vote was taken and prohibition got the smallest ballot. In the machine shop, however, the amendment had a majority. Most of the men employed in the railroad shops are industrious, temperate and the possessors of small bank accounts or their own homes. There are but few foreigners

Several persons have from time to time asked me what are the railroad corporations going to do in the election? Will they not be influenced by the immense treight traffic which they would lose if all the breweries and distilleries in the State are wiped out of

BAILBOAD INFLUENCE.

The car loads of supplies they haul throughout the State for breweries and distilleries number thousands in a year and their tonnage in liquor casks is also very great. It will be generally admitted that the Pennsylvania Bailroad and the Philadelphia and Reading Railroad are both powerful when they chose to take a hand in politics. But here in Altoona, a city which owes its existence and present prosperity to the Pennsylvania Railroad, that great cor-poration has not shown the slightest movement to control votes. On the other hand their employes seem to be left free and un-

trammelled to vote as they please.

Blair county adopted local option in 1873 by 1,479 majority. J. L. Plummer, Chairman of the Republican County Committee, predicts 2,000 majority for the amendment. Business men themselves in Altoona will prove the greatest opponents of the amend-ment. They are afraid the thriving city's commercial interests and the county's mount-nin summer resorts will suffer it all licenses

EXILED TO SIBERIA.

A Naturalized American Citizen Sentenced for Polical Reasons-An Appeal Will be Made to the Government to Effect His Release.

BRIDGEPORT, CONN., February 25 .-Word has just been received here from Mrs. Herman Kempinski confirming a recent report that her husband has been arrested in Russia and sentenced to banishment to Siberia for treasonable utterances against the Russian Government and evading the military service required.

He came to this country when 17 years of age, and in 1873 came to this city. Ten years later he became a naturalized citizen of the United States. He was successful in business, and last summer returned to his native land with his wife. Soon after his arrival there he was arrested and thrown

into prison.

His wife has spent most of their savings in endeavoring to procure his release, but to no effect, and she has applied to friends in this city for assistance. His counsel, J. B. Klein, will lay the matter before the authorities in Washington in a few days.

JUST A LITTLE WHITEWASH.

Many Irregularities, But Nevertheless it is Still a Model Institution.

TOPEKA, KAS., February 25 .- This afternoon the report of the Penitentiary Investigating Committee was presented simultanecusly in both Houses of the Legislature. It is a document of 15 pages of printed matter and is very interesting. The report wholly exonerates the penitentiary officials, but calls attention to many irregularities, especially concerning the coal output and the use of prison labor in the manufacture of articles of various character for private indiaiduals. Captain Smith (warden) is commended for his able management of the institution, and the Kansas Penitentiary is referred to as a model institution.

RED-NOSED MIKE SENTENCED.

The Murderer of Paymester McClure Made

to Weep Bitterly. WILKESBARRE, February -25 .- The motion for a new trial in the case of Red-Nosed Mike, convicted of the murder of Paymaster J. B. McClure on the 19th of June last, was argued before Judge Rice this morning. A stubborn fight was made for the defendant by his assigned counsel, but all to no avail.

the Judge promptly overruling the motion and pronouncing the death sentence.

After the death sentence had been pronounced Mike was led to the prisoners' dock in the courtroom and handcuffed. On being taken to the prison van he wept bitterly.

Held His Brenth Ton Long.

GRAND RAPIDS, February 25 .- Richard Freeman, the 8-year-old son of W. L. Freeman, while playing at home this morning, in trying to see how long he could hold his breath, burst a blood vessel and died a few

Justice Green Delivers an Opinion to Explain to the Public

By Its Previous Decision in Relation to the Wallace Act.

WHAT THE SUPREME COURT MEANT

ALLEGHENY CITY 18 ALL RIGHT NOW, And Can Stay in the Third Class at Least Until After

the Next Census. Justice Green, of the Supreme Court, handed down an opinion yesterday explaining the decision which threatened trouble in Allegheny City's government. According

to this latest decision Allegheny can stay in the third class until her increasing population pushes her up a peg.

ISPECIAL TELEGRAM TO THE DISPATCH. PHILADEDPHIA, February 25 .- In the case of the city of Reading against Savage in which the Supreme Court recently re versed its own decision and held the act of May 23, 1874, regulating the affairs of cities of the third class, to be Constitutional, Justice Green this morning delivered the fol-

"In the case of the appeal of the city of Scranton School district, 113, p. 176, the question before us was the constitutionality of the proviso to the fifth section of the act of March 18, 1875. That proviso is in these words: 'That no city of the third class, nor any city of less population than 10,000 inhabitants, heretofore incorporated, shall become subject to the foregoing provisions of this act until the same are accept ed by an ordinance duly passed by a majority of the members elected to each branch thereof voting in favor of the same, and approved by the Mayor.

INTERPRETED LITEBALLY. "In its literal terms this is a disabling and an excluding enactment. No city of the third class, nor any city of less popula-tion than 10,000 inhabitants, previously intion than 10,000 inhabitants, previously incorporated, could become subject to the provisions of the act until the passage and approval of an appropriate ordinance, although such city might have already formally accepted the provisions of the act of May 23, 1874, by complying with the requirements of the fifty-seventh section of that act, and thereby entitled itself to a place among the cities of the third class. The act of 1875, therefore, had no application to any of these cities in the first instance. Hence there was not, and there could not be, any class of cities covered by the description contained in the proviso until a class was made up by individual accessions, which, naturally, would occur, if at all, only in an naturally, would occur, if at all, only in an isolated and special manner. As to all those which had been previously incorporated, a double acceptance was made necessary; first, of the provisions of the act of 1874, under the fifty-seventh section of that act, and second, of the provisions of the act of 1875, under the proviso of the fifth sec-

WHAT WAS MEANT.

"The proceedings upon acceptance under the two acts are quite dissimilar, and, with-out a strict conformity to both, no city pre-viously incorporated could have the bene-fit of the act of 1875. Those cities which in reality did accept both acts would thus, in fact, become a class by themselves, and that class could only be made up by individual accessions from time to time; but it might very easily happen that only a single city, or at most a few, would adopt the double acceptance made necessary by the act of 1875, and in that event the new class thus created would be limited to that one or those few. This result, which was entirely possible, made the legislation local, and brought it into conflict with the seventh section of the third article of the Constitution. This is what was decided, and all that was intended to be decided, in the Scranton School district case.

"In the present case, the question for decision is upon the effect of the fifty-seventh section of the act of May 23, 1874, P. L., P. 230. The material portion of that section is

Any city of the third class, or any city of less population than 10,000 inhabitants heretofore incorporated may become subject to the provisions of this act governing cities of the third class to be hereinafter incorporated; and the Mayor and Councils of such city may effect the same by an ordinance thereof duly passed by a majority of the members elected to each branch thereof voting in favor of the same.

NO CHANGES MADE.

"This is an enabling, and in no sense a disabling enactment. The act in its previous sections had provided for the establishment of a class of cities to be called cities of the third class and to be thereafter incorporated This portion of the act had universal application over all parts of the State and is clearly a general law. Into this class it was made competent for any city having the requisite population, and also for any city having less than 100,000 inhabitants, out all of which had been previously incorporated, to come, so as to be governed by those pro-visions of the act of 1874 which relate to the government of cities of the third class, by pursuing the directions of

the 57th section. When the requirements of the 57th section are complied with in any given case, by a pre-existing city, such city enters into the third class of cities whose future incorporation has been provided for and becomes a constituent part thereof. Those that do not embrace the opportunity remain as they were before. There is no possibility of any exercise of the powers or privilege conferred by the 57th section which can work affirmatively a local or special result. Whatever is done by virtue of this section converts that which was, or might be, local or special, into that which is general."

general."
"It is satisfactory to know that while the case is still within our reach we are able to correct our own error. It follows that the judgment of the court below must be reversed." A Trust That is No Monopoly.

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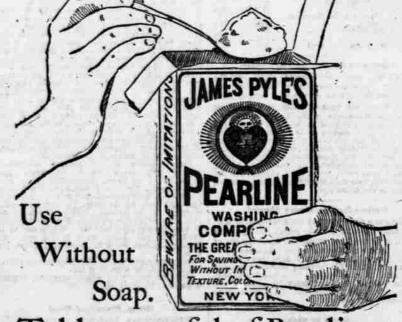
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OMPANY-Schedule in effect February 24

3:30 and 5:25 P. M. For New Haven, 7:10 A. M., Sundays, only.

ARRIVE—From New Haven, "10:00 A. M., "5:05 P. M. From West Newton, 6:15, "10:00 A. M., "5:05 P. M. For McKeesport and Elizabeth, 5:20 A. M. 3:20, 105, 5:25 P. M. 7:10 A. M. 3:20, "10:00 A. M., "5:15 P. M. "20," 10:00 A. M., "5:15 P. M. "20," 10:00

City ticket office, 401 Smithfield street.

A LLEGHENY VALLEY RAILBOAD—
Trains leave Union Station (Eastern Standard time): Kittanning Ac., 6:55 a. m.; Niagara Ex., cally, 8:45 a. m., Hulton Ac., 10:10 a. m.; Valley Canp Ac., 12:56 p. m.; Oil City and DuBois Express, 2:00 p. m.; Hulton Ac., 3:00 p. m.; Kittanning Ac., 4:00 p. m.; Braeburn Ex., 5:50 p. m.; Kittanning Ac., 5:30 p. m.; Braeburn Ac., 6:20 p. m.; Hulton Ac., 7:50 p. m.; Buffalo Ex., daily, 8:50 p. m.; Hulton Ac., 7:50 p. m.; Buffalo Ex., daily, 8:50 p. m.; Hulton Ac., 7:50 p. m.; Buffalo Ex., daily, 8:50 p. m.; Hulton Ac., 7:50 p. m.; Braeburn Ac., 1:50 p. m.; Buffalo Ex., daily, 8:50 p. m.; Hulton Ac., 1:50 p. m.; Braeburn Ac., 1:50 p. m. Church train—Braeburn, 12:50 p. m. and 9:35 p. m. Fullman Sleeping Cars between Pittsburg and Buffalo, E. H. UTLEY, G. F. & P. A.; DAVID McCARGO, Gen. Supt. Butler Accommodation...... 6:00 am 7:10 am
Day Ex. Ak'n, Tol., Cl'n, Kane 7:20 am 7:22 pm
Butler Accommodation..... 9:20 am 4:00 pm
Chicago Express (daily)..... 12:30 pm 11:05 ±m
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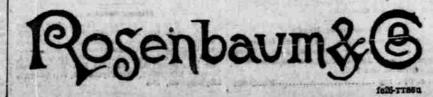
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These cold spells, which may be looked for every now and then during the latter part of February and the stormy, month of Marchwill afford us our last chance to get rid of the balance of our Overcoats. Sharp blasts from the North or West and sharp reductions in our prices form a combination against which no man without an Overcoat dare rebel.

We suit our action to our word!

The very best Schnabel Elysian Fur Beaver Overcoat-thousands of them sold for \$30-Now \$20. You'll be fortunate to get one. Fine Elysian Fur Beaver Overcoats; warm and comfortable. We'll not carry a single one into next season. The price has been \$25. Now it's \$15. They'll go at the price. Heavy and medium weight Melton and Chinchilla Overcoats, as good as they are fashionable; former price was \$18. They'll go now at \$12. Remember, these are no sham reductions; not figures printed for effect. Never confound our advertisements, our bona fide offers, with the sensational, highly colored balderdash of certain Clothiers. Clothiers! What a misnomer, if applied to those dealers! Mountebanks is the

Entire Stock Must be Closed Out by BOYS' SHORT PANT SUITS

In preparing for the past season's stock we determined to have the finest, nobbiest goods that money could purchase. We bought the best and choicest things known to the trade and sold large quantities. We overdid and went beyond our mark, ordering too many, and to-day we have several hundred of the finest Suits ever made. The prices-we've sold more than a thousand-\$9 and \$10. We've determined to close out all on hand, and at the price they'll go. \$6 for these finest and prettiest Children's Suits.

\$6. \$6. \$6. Over 30 beautiful designs. Boucle effects, satin stripes, broken

plaids, small checks, etc. This is a rare opportunity to get the best

at nearly half price. Don't be tardy now!

The craze doesn't abate! Every young man wants a Windsor. It's cheap, warm, comfortable. Among those we have just received you will find a profusion of new patterns! large and small plaids, Scotch effects, stripes, checks and plain colors. We sell our Windsor Caps from 29c upthe best are 69c. We stand by these prices, qualities considered.

KAUFMANNS,

Fifth Avenue and Smithfield Street. RAILROADS.

DALITMORE AND OHIO SAILBOAD—
Schedule in effect November 29, 1888. For Washington, D. C., Baltimore and Philadelphia, '11:30 a.m., and additioner, fivo a.m. For Washington, D. C., and Baltimore, fivo a.m. For Cumberland, 7:20, '11:30 a.m., and '10:20 p.m. For Connellsville, '1:00 and '11:30 a.m., 11:00, 14:00 and '10:20 p. m. For Uniontown, 7:00, 11:30 a.m., 11:30 a.m., 11:30 and '4:00 p.

For Uniontown, 7:00, 11:30 a.m., 11:30 a.m., 11:30 and 14:00 p. m. For Washington, Pa., 7:20, 19:30 a.m., '3:35, '3:30 p. m. For Wheeling, 7:30, 19:30 a.m., '3:35, '3:30 p. m. For Chicanati and St. Louis, '7:30a, m., '3:30 p. m. For Chicanati and St. Louis, '7:30a, m., '3:30 p. m. For Chicago, '7:20, 19:30 a.m., '3:35 and '8:30 p. m. For Chicago, '7:20, 19:30 a.m., '3:35 and '8:30 p. m. Trains arrive from Philadelphia, Baltimore and Washington, '7:10 a.m. and '3:30 p. m. From Columbus, Chicanati and Chicago, '7:45 a.m. and '9:10 p. m. Through sleeping cars to Baltimore, Washington and Chicinnati.

From Wheeling, Columbus and Chicanati, 11:35 pm (Saturday only). Connellsville ac. at \$3:30 am. 'Daily, 'Daily except Sunday, 'Sunday only. Beautiful quality plaid Nainsooks, our own importation, at 8c, 10c, 121/2c, 15c, Sheer, plaid and striped Nainsooks and

* M.

**Daily. *Daily except Sunday. Sunday only.

The Pittsburg Transier Company will eatl for and check baggage from hotels and residences upon orders left at B. & O. Tleket Office, corner Fifth avenue and Wood street.

W. M. CLEMENTS,

General Manager.

Gen. Pass. Agt.

PENNSYLVANIA COMPANY'S LINES—
February 10, 1869. Central Standard Time.
TRAINS DEPART
As follows from Union Station: For Chicago, 47:25
a. m., d 21:20, d 1:50, d 7:55, except Saturday, 11:20
p. m.: Toledo, 7:25 a. m., d 22:20, d 1:00 and except
Saturday, 11:20 p. m.; Crestline, 5:55 a. m.; Cleveinnd, 6:10.7:25 a. m., 12:25 and d 11:05 p. m.; New Castle and Youngstown, 7:95 a. m., 12:20 p. m.; New Castle and Youngstown, 7:95 a. m., 12:20 p. m.; Meadville,
Brie and Ashtabula, 7:05 a. m., 12:20 p. m.; Meadville,
Brie and Ashtabula, 7:05 a. m., 12:20 p. m.; Meadville,
Brie and Bellaire, 6:10 a. m., 12:20 p. m.; Meadville,
Beaver Falls, 4:00, 3:06 p. m., 8:20 p. m.; Lectsdale, 5:20 a. m.; Lectsdale, 5:20, 11:00 a. m.; 2:00, 4:20, 4:45, 3:20, 7:00, 8:00
p. m.: Conway, 10:20 p. m.; Fair Oaks, S 11:40 a.
m.; Lectsdale, 10:50, 11:60 a. m., 2:00, 4:20, 4:45, 3:00, 7:00, 8:00
p. m.; Conway, 10:20 p. m.; Fair Oaks, S 11:40 a.
m.; Lectadale, S 8:20 p. m.

TRAINS ARRIVE Union station from Chicago,
except Monday 1:20, d 6:00, d 6:25 a. m., 7:25
p. m., Crestline, 2:10 p. m.; Youngstown and
New Castle, 9:10 a. m., 1:23, 7:25, 10:15 p. m.; Niles
and Youngstown, 2:10 a. m.; Cleveland, d 5:25 a.
m., 1:25, 7:55 p. m.; Whee' ing and Hellaire, 9:00
a. m., 1:25, 7:55 p. m.; Whee' ing and Hellaire, 9:00
a. m., 1:25, 7:55 p. m.; Whee' ing and Hellaire, 9:00
a. m., 1:25, 7:55 p. m.; Lectadale, 10:60 p. m.
ARRIVE ALLEGHENY —From Enon, 8:00 a.
m.; Conway, 6:50; Rochester, 9:20 a. m.; Beaver
Falls, 7:10 a. m.; 5:60 p. m.; Lectadale, 5:20, 6:18,
7:25 a. m., 12:00, 1:44, 4:20, 6:20, 9:00 p. m.; Fair
Oaks, 8 8:55 a. m.; Lectadale, S 6:05 p. m.; Fair
Palls, 8 3::55 p. m.

8, Sunday only; d, dally; other trains, except

New York and Chicago Limited of Fullman Vetable daily at 7:15 a. m.
Atlantic Express daily for the East, 3:00 a.m.
Atlantic Express daily for the East, 3:00 a.m.
Mail train, daily, except Sunday, 6:35 a. m. Susaday, mail, 8:40 a. m.
Day express daily at 5:00 p. m.
Hills despress daily at 1:00 p. m.
Eastern express daily at 1:15 p. m.
Eastern express daily at 7:15 p. m.
Fast Line daily at 9:00 p. m.
Greenaburg express 5:100 s. m. week days.
Derry express 1:00 s. m. week days.
All through trains connect at Jersey City with boats of "Brooklyn Annex" for Brooklyn S. Y. avoiding double ferriage and journey through N.
Y. City.
Trains arrive at Union Station as follows: Y, City.
Trains arrive at Union Station as follows:
Mail Train; daily 5.2
Western Express, daily 5.4
Pacific Express, daily 15.4
Pacific Express, daily 5.5
Fast Line; daily 11.5
Fast Line; daily 11.5 SOUTHWEST PENN RAILWAY.

PENNSYLVANIA RAILHOAD - ON AND after November 28, 1893, trains leave Union Station, Pitisburg, as follows, Eastern Standard

MAIN LINE EASTWARD.

New York and Chicago Limited of Pullman Vestibule daily at 7-15 a. m.

MONONGAHELA DIVISION. Trains leave Union station, Pittsourg, as follows:
For Monongaheia City, Wess Brownsville and
Uniontown, It a. m. For Monongaheia City and
West Brownsville, 7505 and It a. m. and 4:05 p. m.
On Sauday, 1:01 p. m. For Monongaheia City, 5:00
p. m. week days.
Dravosburg Ac., week days, 3:00 p. m.
West Elizabeth Accommodation, 3:00 a. m., 1:00,
5:20 and It-25 p. m. Sunday, 3:40 p. m.
Ticket offices-Corner Fourth avenue and Try
Street and Union station.

PANHANDLE ROUTE-NOV. I. 1888. UNION station, Central Standard Time. Leave to Cincinnati and St. Louis, d. 7:20 a.m., d. 5:20 and d. 11:35 p. m. Dennison, 2:46 p. m. Chicago, 12:40 a.m., 12:40, d. 11:45 p. m. Wheeling, 7:20 a.m., 12:40, 6:10 p. m. Stoubenville, 5:30 a.m., 12:40, a.m., 12:40,